

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA.
By THE REV. G. A.
HUNTER, M.A.
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ESTABLISHED 1845

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No. 16,227.

號二十月五年五十百九千壹

SONGKONG, WEDNESDAY, MAY 12, 1915.

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THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, so as to enable him to return answers and to act as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$3.00 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 50 cts. per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Advertisements and additions to advertisements on pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Advertisements and additions to advertisements on pages 1, 4, 5 and 8 should be sent as early as possible.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "MAIL" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL LIMITED.

FRANCE GROWING STRONGER.

Every day France is strengthening herself. It is also known that the British army has been heavily reinforced and it is known that a number of troops are training in England. Very large Belgian and French armies are cooperating; and finally Russia continues to draw on her immense reservoir of recruits, having used hitherto only five per cent. of them. Hence the French command has not hurried. It waits a favourable hour. France is superior to Germany because the waste of the German army in all respects is greater. The principal cause of superiority is our artillery, while the German infantry has lost heavily by its massed formation, and it is now certain that the German losses are double ours. Germany in the future, owing to the Austrian defeat, will be obliged to over-strengthen her forces against Russia and the number of Germans opposed to France must therefore continually decrease. Moreover the prestige of German officers and men, material and moral, increases while the French position in these respects continually improves.

VICTORIOUS OFFENSIVE.

Our reinforcements are now being trained with a view to the victorious offensive. Stores, munitions, food and transport are daily increased and important reserves of telegraphic, railway and shipping material constituted. In view of that offensive, railway material is being massed, while a military commission of British, French and Belgian is being appointed to work the Belgian, Luxembourg, and Alsace Lorraine railways. Against all this Germany can offer nothing equivalent. Her large resources of men, officers, material and munitions have been largely expended in the hope of crushing her opponent under an effort of mass surprise. They today are scarcely sufficient to offer a defensive resistance. Every further development will result in a diminution of the general value of the German armies: here as France, taken by surprise in August by a premeditated act of aggression, will begin the war in very truth with the entirety of her forces.

The little chaps were playing at soldiers. "Let me be Napoleon this time, you always want to be him," said one of the bunch. "All right," replied the leader, "You can be Napoleon, I'll be Private O'Leary."

FOR A LAME BACK.

WHEN you have pains or lameness in the back, the back, the parts with Chamberlain's Pain Palm twice a day, massaging with the palm of the hand for five minutes at each application. Then loosen a piece of flannel slightly with this flannel and bind it on over the seat of pain. For sale by all Chemists and Stores.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings and Castings
at Lowest Rates.
PUMPS INJECTORS AND SUNDRIES

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 22nd May, 1915 at 12 o'clock Noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1915, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 2nd MAY to the 22nd MAY both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co. Agents.

Hongkong, May 4, 1915.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914, \$23,822,155.

I—Authorized Capital \$8,000,000

Subscribed Capital \$4,500,000

Paid-up Capital \$2,437,500

II—Fire Funds \$3,975,114

III—Life & Annuity Funds \$15,138,160

Sinking Fund Account \$3,511,283

Revenue Fire Branch 2,567,153

Life and Annuity 1,973,989

Revenue Marine Department 528,893

Other Receipts 430,193

\$5,339,319

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 10 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 5.00 p.m. Every 10 minutes

5.00 p.m. to 8.10 p.m. Every 10 minutes

NIGHT CARS.

8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

(SUNDAY.)

7.45 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.30 a.m. to 12 Noon Every 15 minutes

12.00 Noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 10 minutes

6.00 p.m. to 6.10 p.m. Every 10 minutes

NIGHT CARS as on Week Days.

(SATURDAY.)

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREY & SON, General Managers.

FRENCH LESSONS

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Surgeon-Dentist

No. 14, D'Almeida Street.

FEES VERY MODERATE

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UNRIVALLED position in the HUI district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephone in Bedrooms and Sitting-rooms throughout. Telephone No. 1122. Cable Address: "Kingslere". A.B.C. Code 5th Ed. Hongkong, September 1, 1908.

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Central Location. ALL ELECTRIC TRAM PASS ENTRANCES. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System throughout. Best of Food and Service. Telephone 373. TELEGRAPHIC ADDRESS: "Victoria". FRANK L. COOKE, Manager.

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Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton and Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON and Nos. 237, 239, Des Voeux Road and No. 120, Connaught Road Central.

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THE ALEXANDRA CAFE cannot be beaten, if Equalled. For Bread, Cakes, Confectionery, Meals with Wine and Liquors.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 84' x 34' Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 1-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

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Either light or substantial

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BAGUIO, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Light Hours From Manila, Baitor Auto

Bracing Climate in the High Country of Northern Luzon

The "BAGUIO" is the best location, cuisine, homelike atmosphere and modern up-to-date features

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THE HONGKONG HOTEL

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ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms—From 85 per day Max.

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A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal banks.

Notes for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Crochet in renders selections from 6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping particulars only.

For further particulars apply—

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Telegraphic Address: "COMFORT".

Manager.

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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A PREVENTIVE OF MALARIA

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THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

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MANUFACTURERS OF

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STRAND 1" to 15" CIRCUMFERENCE.

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Oil Drilling Cables of any size up to 3,600 feet in length.

Prices, Samples and full particulars will be forwarded on application to

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Hongkong, April 11, 1912.

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"While-you-wait" Photography

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PRICE 2.00 per 8 pcs. for Post Card

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

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Estimates furnished on application.

WONG-PING WA, Manager.

Hongkong, April 1, 1912.

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The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa preparation on the market; it fully maintains its high reputation for food value and delicacy of flavor, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

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Specialty Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 27, 1907.

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WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES
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BENSON'S ENGLISH MADE WATCHES.

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THE ONLY EXCLUSIVE
ENGLISH TAILOR
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ESTABLISHED 1890.

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KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
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KAIPING COKE

Competes with the best quality English Coke for
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STOCKS ALWAYS ON HAND.

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PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-
TUSES, WINE LISTS, ETC., ETC., ETC.

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European Supervision

Moderate Price

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
cleans the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhoea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

G. ENO, LTD., 'FRUIT SALT' WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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(MITSU BISHI CO.)

COAL DEPARTMENT.

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SIMA, OCHI, MUTABE, YO-
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Hankow, Peking.

TEL. ADDRESS for above: "IWASAKI."
Codes:—A1, ABC 5th Ed., Western Union.

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Co.

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Co.

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Ltd.

GLASGOW: Messrs A. R. Brown,
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For particulars, apply to

K. KATO,

Manager,

No. 2, PEDDER STREET,
HONGKONG.

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NOTICE.

We are prepared to deliver our
MILK & BUTTER
to any address in the City, East and
West Point, Quarry Bay, Kowloon
and Canton.

TWICE DAILY

Orders for Milk and Butter
Produced can be registered at our
Town Depot at our branches at
the Peak, Quarry Bay, Kowloon
and Shamoan.

TRK DAIRY FARM CO., LTD.

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**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all Disorders of the Digestive System, especially Indigestion, Flatulence, Acidity, Constipation, and all other ailments of the stomach and bowels. It is a powerful and reliable remedy, and is sold in all the principal chemists and druggists.

**MARTIN'S
APIOL-STEEL
PILLS**

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY M. KURIITA.

The first (1913) edition is already issued.
BIOGRAPHIES of over 5,000 people
who are well-known in society and of
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
entirely free from prejudice.

Many portraits are inserted. The book
contains over 1,400 pages.
The price is 6 (12/6) or 8/3 per copy.
Orders for the book should be accompanied
by payment.

Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.

The registered postage is 18 sen, to Korea
and China 40 sen and to Europe & America
50 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world
noticed this work in the highest terms.
For example, The Daily Mail says:—

Yet another "Who's Who" and this
time from Japan! The reader is apt at
first to regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
"Who's Who in Japan" is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
accepted model of prominent men in Japan.
Mr. Kuriita is a skillful editor and has done
his work well.

WHO'S WHO IN JAPAN PUBLISHING OFFICE,
No. 5, Ichome, Uchisaiyama-cho,
Kojimachiku, Tokyo.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

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E. RAY

THE OPEN GOLF
CHAMPION, writes:

18, LOWER PARKWAY ROAD,
DUNDEE, N.B., N.B.

July 24th, 1912.

Messrs. F. & J. Smith,

Dear Sirs,

I might say that I have
been a regular smoker of your
Glasgow Mixture for the
last twelve years, and I might
also say that I cannot find
any tobacco to suit me like it. In my opinion if Golf Players would
smoke your famous Glasgow Mixture they would find it very soothing
to the nerves, as I am sure I do when having to play strenuous Golf
matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S
GLASGOW
MIXTURE

SOLD EVERYWHERE

TALKS ABOUT THE WAR.

FROM INDO CHINA TO
THE WAR.

The teller of this story—the twenty fourth
in our "Talks About the War" series—is
Mrs. Vassil, whose present address is
8, Rue du Penitencier, Paris. Mrs.
Vassil is preparing a book of her experi-
ences.—Evening News, London.

"I am an Englishwoman. I have lived
for many years in French Indo-China.
My husband is on the medical staff of
the French Army. I was in the moun-
tains of Annam, to avoid the hot weather,
when the news of the war reached me. My
husband was looking. I knew, or thought
I knew, that he would be recalled to
France at once, and I set out at once to
join him. It was a long and tiring journey
on horseback.

Four long days to Saigon, long days
and lonely. I was quite alone, except for
the native boys and coolies. I was warmly
received in every village, and noticed the
anxiety everywhere as to whether England
would join with the French in the conflict
or not.

"The general opinion of the Frenchmen
I met was that England would remain a
looker on. When I got to Tonkin I found
the place in a state of excitement. We had
heard that the British had landed, and
whether we were to stay there altogether
or not, and not even the military authori-
ties knew whether troops were to be sent
home to France or not. The natives didn't
know and didn't seem to care, for to them
the Germans were more or less mythical.

"At last we got the news that troops
were to return to France, and twenty cool-
ies with them. Much to his joy, my hus-
band was among the number. We had to
leave in a hurry. Everything since I
started and until I reached Marseilles,
forty days after my start, had to be done
in a hurry.

"It was a change from the leisurely
Colonial life, I can assure you. We were
to sail on the Chilly in Saigon, and I
before we left we had had the excitement
at Haiphong of the arrival of the Admiral
Oly under escort of the Russian cruiser
Jantouchong. The Admiral Oly had been up
to Shanghai to fetch mobilized Frenchmen.
They had been in Shanghai from the
last summer, and the owners of China and
started by boat or on horseback, or in
chairs for Shanghai.

"Six weeks day and night.
Many of them had travelled day
and night for weeks. They had all left within
twenty-four hours of receiving their country's
call. There were business men of all
ages and classes, professors, scientists,
doctors, men with great names, and un-
known men. The Oly usually carries 300
passengers. She had a thousand men, on
board when she arrived at Haiphong, and
not one of them grumbled, though most of
them were men who were accustomed to
every comfort in travel. It was money can give.

"A LATE 'LUNCH.'
"In Haiphong the consuls of Great
Britain, Russia, and Belgium are all
French. You should have heard the
speeches made at the champagne 'lunch'
at 10 p.m., given to the officers of the
Jantouchong. German ears must have
tingled.

"There was a British officer attached to
the Jantouchong. He had been lent for
signalling purposes because at the outbreak
of war owing to the different signalling
codes used, there were some narrow shelves
round Haiphong of friendly ships sinking
very often in mistake for the enemy.
The Jantouchong was stopped only just in
time from firing on a boat of the Empress
line, and after the incident a British officer
was lent to every arm of war in the Allied
fleets.

"One friend gave me an amusing account
of the doings on board the Russian cruiser.
Every morning, for instance, the Captain
would ask the men, who were all paraded
on deck for the purpose, whether they had
passed a good night.

"Regularly every morning, they all
answered in the affirmative and then in
unison asked him whether he had slept
well, to which question he solemnly
replied. We asked our friend what the
Jantouchong would do if she met the Russian.
"Sink," he said.

"SINK, OF THE RUSSIAN."
"It was Tuesday, December the 1st,
when we reached Djibouti. We had had
no news for a week, for in Singapore,
though we had heard that the Russian had
been sunk, there were no details.

"We had seen the German concentration
camp there, and been excited at every an-
nouncement of the excellent results of the recruit-
ing, and finally we had left with the
Egyptians and the Latouches Treville,
escorted by the Philomel.

"We got no news in Colombo, either,
except that the situation was unchanged,
and the same news up to Djibouti.
There a number of missionary priests,
White Fathers, joined us. They had been

mobilized and had come out of the depths
of Africa to fight for France against the
Germans. They were splendidly built
men, and none of them had ever expected
to see France again, for French missionaries
in Africa rarely, if ever, return home.

"It was curious that after preaching
peace to the heathen, they should return
home to exchange their brown caecocks for
red and blue uniforms and to take part in
war. The doctor who examined us at
Soer, where we only stayed two hours,
was a woman, an English woman. The
ambulance took place at ten o'clock at
night in the saloon.

"NO TIPPENARY."
"I loved the canal, this time, for I saw
my first Tommy in khaki there. He was
superintending three Arab-hauling
cases out of a punt, and as we passed he
asked us whether we were going to Tip-
penary. Just fancy, I didn't know the
name of Tippenary yet. Port Said was full
of soldiers and sailors.

"There were eighty transports in the
harbour, carrying troops from Australia,
India, and South Africa. The hotel were
full of British officers, whose uniforms,
with the absence of the stiff white collar,
and the many pockets, my husband envied.
He envied us Lord Kitchener too.

"The organization of everything British
was magnificent. They were French officers
on French transports from Colombo, who
did not know, at Port Said, whether they
were to go to France or back to the East."

MAJOR-GEN. ROBERTS.

Death of Late Field-Marshal's Half-
Brother.

The death is announced in the Home
papers of Major-General George Roberts,
half-brother of the late Field-
Marshal Lord Roberts. (He was born at
Morus in February, 1827, so that he was
five years older than his half-brother.)

"He served with the 41st Bengal Native
Infantry at Moodkee, Ferozshah and
Aliwal, with the reserve of the Soudi
Army, and at the battle of Sobroon.
1845-46, receiving the medal and clasp.

Major-General Roberts was twice
thanked by the Government of India for
services during the cholera epidemic, and
for the conduct and duties of principal
executive commissary officer for the
camp assembled at Delhi in 1873 for the
Prince of Wales, afterwards King Edward
VII.

He was a man of earnest religious con-
viction. He leaves behind two daugh-
ters, Mrs. Dowling and Miss Roberts.

The "Manchuria Daily News" (a
Japanese paper) makes for the Japanese
demands in Fuhien as well as in Eastern
Mongolia the demand that Japan must
prepare herself against aggression by
Germany and Austria whom she chal-
lenged in loyalty of the Anglo-Japanese
Alliance. Fuhien, it is explained, lies
on the other side of the narrow straits
separating it from Formosa, and this
preparation, like that with regard to
Eastern Mongolia, has become an abso-
lute necessity for safeguarding Japan's
own existence. "It is not a thing that
admits of indefinite postponement, much
less unpunished repudiation. Neither
does it brook much delay."

COUGHING INTO
CONSUMPTION

"Only a Cough," but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25.

LORD ROTHSCHILD.

AN APPRECIATION.

It was not easy to know Lord Roths-
child, for he was reserved to strangers, and
uncommunicative to most acquaintances,
and disconcertingly short and candid to
foes and hangers. But when you did get
to know him you found you had added a
singularly fine character to the circle of
your friends, writes Mr. Lavin, writing in
the "Daily Chronicle." Lord Rothschild
for ought a really great personality to dignify
to great fame he inherited. It was a mistake
to imagine him only as a levite of
finance. He was, richer in public
spirit than in his millions, and it is no fu-
sionous exaggeration to say that the public
interest was always immeasurably more to
him than any consideration of private profit.
That, indeed, when you came to know him,
was the real secret of the imposing position
he won for himself in the public life of the
country. He wished a very great influence
—an influence not accounted for by his
great wealth and the peculiar magic of his
name. It was due to much greater measure
to his high personal character.

It was popular in the City it was not
because the Rothschilds knew much of
him as a good fellow, but because of the
high level at which he always sought to
maintain the traditions of British credit
and finance. This made him in a sense a
sort of uncorrupted king, the most re-
spected prince of the City, and there was
nothing of which he was more proud.
It was the same in politics. There, too,
his activities were not those which loom
largely in the newspapers, but none the
less he was an intense politician, and his
sagacity, his vast experience of men and
affairs, and his readiness to serve the public
interests with all his tremendous resources
constituted him a valuable national asset.
Downing Street knew this well, and made
use of it. The general public under-
stood it tacitly.

But beyond finance and politics lay a
larger field in which he achieved his
greatest distinction, although its record
would be difficult to write in detail. There
he was known and loved as an intelli-
gent, unselfish, unflinching in all works
of benevolence and social progress, the
owner of a heart which never failed to
respond to a tale of human suffering.

THE HITS OF THE FINANCIAL UNIVERSE.

He was none the less a very great
financier, and under his auspices New
Court remained the hub of the financial
universe in spite of the growing competition
of the joint stock banks. It was calculated
that since he succeeded his father as head
of the firm in 1873 quite £300,000,000
worth of public loans were negotiated by
his house. And this business was in
addition to large mercantile and miscel-
laneous transactions, the immense value of
which it is impossible to estimate. More
money-making, however, was always the
least of Lord Rothschild's interests. I
remember his once telling me how he re-
fused a bribe of £2,000,000 to loan for a
foreign Government of what was considered
a most profitable business. "Happily," he
said, "I don't want money between if I did,
loan-mongering is not the pleasantest of
businesses. If the loan is a failure it is a
great bore; if it is a success you are torn
to pieces by the numerous bankers." Never-
theless, on a few weeks ago he remained
one of the hardest worked men in the City.

"This was because he felt all the respon-
sibility that devolved on his house in
maintaining the power, prestige and pro-
minence of British finance. It is a
characteristic of him that people in the
City very rarely talk of the money he
made. No tales of great stock exchange
coups attached to his name as they do to
the name of his daring grandfather. What
the City came to love to dwell upon was
how he saved British credit from disaster in the
Baring crisis of twenty-five years ago, the
services he rendered to Egyptian finance in
the dark early days of the British occupa-
tion, how dutifully and surely he managed
the money market during the Boer War,
and similar achievements of that highest
finance which is before all patriotic.

"THE DICTATOR OF ENGLAND."
As a politician Lord Rothschild was
never conspicuous, but so great was his
influence that Mr. Lloyd George once felt
himself impelled to denounce him as "the
Dictator of England." At that time, it is
true, he was working very actively against
Mr. George's financial policy, but the in-
fluence he exercised was out of all
proportion to his rare appearance
on the public platform or his still
rarer interpositions in Parliamentary de-
bate. By tradition and temperament he
was a Liberal of the Manchester type, but
he joined the Liberal Unionists with John
Bright, and of late years he came very
much under the personal influence of Mr.
Balfour. He was a stern Free Trader
until the advent of Mr. Lloyd George; and
even then he was one of the last Liberal
Unionists to try to make a virtue of Tariff
Reform.

It was, however, in social politics
that he was most deeply interested. Es-
pecially in the Jewish community, which
he regarded as a benevolent despotic, he was
a tireless worker, but no scheme of social
amelioration which had within it a chance
of success was ever refused by him support
on a generous and effective success was
ever refused by him support on a generous
and effective scale. He loved to take up
schemes of this kind himself, and many of
them have been organized and carried out
by small committees formed in New Court
without the public knowing anything of the
kind of thousands of Jews have been
helped by his private charities, they were
always on a tremendous scale, involving
the employment of a special staff.

In personal appearance Lord Rothschild
was dignified and imposing, rather than
attractive, but to his old friends he de-
veloped a very rich geniality. He was well
and widely read, a mine of delightful
anecdotes, and with many many interests
outside the public activities with which his
name was chiefly associated. As a young
man his face was of the level forehead type
one generally finds among the Spanish
Jews, and even in his eight he de-
scribed much of the beauty inherited from
his mother, whom the young Disraeli in
1838 enthusiastically described as "quite
a beauty."

He had the reputation of being essentially
a practical man, and those who knew
him thought him a hard one. But
behind him, sometimes unappreciated
manner was a heart of a tenderer.
There are those who will tell you that in
reality he was a sentimentalist, approved
by the Weltanschauung and a strange sense
of impotence of wealth. They are not
altogether wrong. I remember his once
saying to me in a house of some seventy
certain friends, whom we had been dis-
cussing. "I hate those men who are
always dis-covering that this or that scheme
is impracticable. I would rather do some-
thing great and fail at it than do nothing
at all."

ALEXANDRA CAFE.

OYSTERS, Fresh, Fried or Stewed,
Fishes, Haddocks, Kippers, &c.

INTIMATIONS

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that
the MATRICULATION, SENIOR
AND JUNIOR LOCAL EXAMINA-
TIONS will be held on the following
dates:—

JUNE 12th — 17th, 1913.

Arrangements will be made to hold the
Examinations at any town where a sufficient
number of candidates offer themselves.
Candidates must send in their names to
the Registrar, with the fee, not later than
JUNE 1st, 1913.

Examination Fee: \$10.00 (Hongkong
Currency).

Forms of Entry and all particulars may
be obtained on application to the
REGISTRAR, UNIVERSITY, HONG-
KONG.

Two King Edward VII Scholarships of
£40 a year each, for 4 years, will be
awarded on the results of the MATRI-
CULATION Examination.

These Scholarships are tenable by British
subjects only who must be under the age
of 21 on the 1st JULY. A Candidate who
wishes to compete must, on or before the
first day of the Examinations, deliver to
the Registrar proof that he is a British
subject.

One Scholarship will be tenable in the
Faculty of Arts, the other in any Faculty.
Hongkong, May 5, 1913. 407

NOTICE.

I HAVE THIS Day taken into partner-
ship my son CHAMBERLAIN ROBERT
CHAMBERLAIN LATHAM. The business
formerly carried on by me alone under
the style of LATHAM & Co. will in
future be carried on by us in partnership.

Dated at Singapore, this 1st day of
May, 1913.

HAROLD LATHAM.

419

EVERY BEETLE
EVERY BUG

is killed
"Keating's" comes
into thorough contact
with it.

Sold in Time only.
The unvarnished way
to kill beetles, bugs and all

BY TELEGRAPH.

Hongkong

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| FROM | STEAMERS | To SAIL | Remarks |
|---|--------------------|----------------|----------------------|
| LONDON via Suez, Port Said, & Alexandria | NELORE | About 15th May | Freight and Passage. |
| SHANGHAI | ORIENTAL | About 20th May | Freight and Passage. |
| LONDON via Suez, Port Said, & Alexandria | NUBIA | 20th May | See Special Notice. |
| SHANGHAI, MOJI, KODE, KARMALA, & YOKOHAMA | Capt. G. F. Lyndon | 20th May | Freight and Passage. |

Subject to immediate alteration without notice.
All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.
E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
FOR VICTORIA, B.C. and TACOMA via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

| STEAMER | Captain | Day | Time |
|---------------------|--------------------|--------|--------------------|
| S.S. "SEATTLE MARU" | Capt. T. Smith | Friday | 14th May at 3 p.m. |
| S.S. "MEXICO MARU" | Capt. N. Kobayashi | Monday | 31st May at 3 p.m. |

These newly-built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Bulk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORTSWORTHENHAM, PENANG and COLOMBO.

| STEAMER | Captain | Day | Time |
|--|--------------------|--------|--------------------|
| S.S. "SAIGON MARU" | Capt. T. Yamaguchi | Sunday | 10th May at 7 a.m. |
| S.S. "TAMU" and "KEILUNG" via SWATOW and AMOY. | Capt. K. Murakami | Sunday | 16th May at Noon. |
| S.S. "KAIJO MARU" | Capt. Y. Yamamoto | Sunday | 23rd May at Noon. |

For ANPUN and TAKOW via SWATOW and AMOY.

| STEAMER | Captain | Day | Time |
|-------------------|--------------------|----------|---------------------|
| S.S. "SOSHC MARU" | Capt. A. Kobayashi | Thursday | 13th May at 10 a.m. |

FOR HONGKONG (DIRECT).

Steamer "KEINO MARU" Inland route, Sunday, 16th May at 10 a.m.
Steamer "BAIJO MARU" S. Tokushima, Sunday, 16th May at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will call at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN | 1st May | 15th May, at 10 a.m. |
| ALDENHAM | 14th May | 28th May, at 10 a.m. |
| ST. ALBANS | 24th May | 22nd June, at 10 a.m. |
| EMPIRE | 24th June | 17th July, at 10 a.m. |

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE.
Proposed sailings from Hongkong.

| Steamer from Hongkong | On or about | Connecting at Calcutta with | on or about |
|-----------------------|-------------|-----------------------------|--------------------|
| FOOK SANG | 12th May | A Natal Line Steamer | Beginning of June. |
| SANGOLA | 15th May | | |
| KUMSANG | 20th May | | |

For Freight and further particulars apply to
DODWELL & CO. LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.
S.S. MIDDLEHAM CASTLE About end of May.
FOR NEW YORK via SUEZ CANAL.
S.S. SAINT RONALD About early in July.
For Freight and further particulars, apply to:
DODWELL & CO. LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

| STEAMER | For | Day |
|------------------|---|-----------|
| S.S. BORNEO MARU | For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan | 18th May |
| S.S. BORUT MARU | For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan | 9th June |
| S.S. FANTIL MARU | For Moji, Kobe & Yokohama | 12th June |
| S.S. RIKUTS MARU | For Fukuoka, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan | 3rd July |

For Freight or Passage apply to
DODWELL & CO. LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

| STEAMER | Tons | Day | Time |
|-----------|------------|-----------|------------------|
| MONGOLIA | 27000 tons | Thursday | 18th May, Noon. |
| MANCHURIA | 27000 tons | Wednesday | 28th May, 1 p.m. |
| KOREA | 18000 tons | Thursday | 1st June, 1 p.m. |
| SIBERIA | 18000 tons | Thursday | 15th June, Noon. |
| CHINA | 10200 tons | Thursday | 15th June, Noon. |
| NILE | 10000 tons | Thursday | 15th June, Noon. |
| PERSIA | 9000 tons | Thursday | 15th June, Noon. |

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

These steamers are famous for their modern equipment, comfort, and the superiority of the service, which is under the personal supervision of Mr. V. Morton, the world-famous manager. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Staterooms comfortable and water swimming tank. Full-time orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The safety and comfort of passage in our First Class.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 141.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| STEAMER | Displacement | Tons | Speed | Leave Hongkong |
|-------------|-----------------|-------|-------------------------|----------------|
| CHIYO MARU | 22,000-21 knots | Tues. | 8th June at Noon. | |
| TENYO MARU | 22,000-21 knots | Tues. | 29th June at Noon. | |
| NIPPON MARU | 11,000-18 knots | Tues. | 13th July at 10.30 a.m. | |
| SHIYO MARU | 22,000-21 knots | Tues. | 27th July at Noon. | |

* Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £120.
"New York" £80.
"San Francisco" £45.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

| STEAMER | Displacement | Tons | Speed | Sailing |
|------------|-----------------|----------------------|-------|---------|
| SEIYO MARU | 14,000-15 knots | Wednesday, 12th May. | | |

For full particulars as to Passage and Freight apply to
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier).
Telephone 251.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | Displacement | SAILING DATE |
|---|---------------|--------------|-------------------------------|
| MARSHALLS & LONDON | MIYASAKI MARU | 15,000 tons | THURSDAY, 15th May, at Noon. |
| VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID | KITANO MARU | 15,000 tons | THURSDAY, 20th May, at Noon. |
| VICTORIA, B.C. & SEAT. KEELUNG | AWA MARU | 12,500 tons | TUESDAY, 18th May, at 4 p.m. |
| SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKO. HAMA | SHIZUOKA MARU | 12,500 tons | THURSDAY, 27th May, at Noon. |
| SYDNEY AND MELBOURNE | SHITACHI MARU | 13,500 tons | TUESDAY, 18th May, at 11 a.m. |
| VI. MANILA, THUR. DAY ISLAND, TOWNSVILLE AND DARWIN | TANGO MARU | 13,500 tons | TUESDAY, 15th June, at 4 p.m. |
| BOMBAY via SINGAPORE, MALACCA AND COLOMBO | KANAGAWA MARU | 12,500 tons | THURSDAY, 27th May, at Noon. |
| CALCUTTA via SINGAPORE, PENANG & BANGGORE | COLOMBO MARU | 8,000 tons | FRIDAY, 14th May, at 10 a.m. |
| NAGASAKI, KOBE & YOKOHAMA | YANGI MARU | 13,500 tons | FRIDAY, 14th May, at 10 a.m. |
| SHANGHAI, KOBE & YOKOHAMA | TOSA MARU | 12,000 tons | SATURDAY, 15th May, at Noon. |
| SHANGHAI, MOJI & KOBE | HANGON MARU | 8,000 tons | THURSDAY, 13th May, at Noon. |

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

| STEAMERS | Displacement | Leave Hongkong |
|---------------|--------------|----------------------|
| MIYASAKI MARU | 15,000 tons | Thursday, 13th May. |
| KITANO MARU | 15,000 tons | Thursday, 20th May. |
| FUSHIMI MARU | 25,000 tons | Thursday, 3rd June. |
| HIRANO MARU | 10,000 tons | Thursday, 17th June. |
| KATUBI MARU | 20,000 tons | Thursday, 1st July. |
| KAMO MARU | 16,000 tons | Thursday, 15th July. |

FOR AMERICA.

| STEAMER | Displacement | Leave Hongkong |
|---------------|--------------|---------------------|
| AWA MARU | 12,500 tons | Tuesday, 18th May. |
| SHIZUOKA MARU | 12,500 tons | Thursday, 27th May. |
| AKI MARU | 12,500 tons | Tuesday, 15th June. |
| TAMBAI MARU | 12,500 tons | Tuesday, 29th June. |

KUSUMOTO, Manager.
Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-----------|--------------------|
| SHANGHAI | LIANGCHOW | May 13, at 4 p.m. |
| NEWCHANG | KWILIN | May 13, at 4 p.m. |
| HAIPHONG | SUNGKIAN | May 14, at 10 a.m. |
| WEIHAIWEI, CHEEBOO & TIENTSIN | HUICHOW | May 14, at Noon. |
| DALNY | KANSU | May 14, at 4 p.m. |
| SHANGHAI | KANCHOW | May 16, Daylight. |
| MANILA, CEBU & ILOILO | TAMING | May 18, at 4 p.m. |
| SHANGHAI | LUCHOW | May 18, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming," & "Tein." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tein."

SHANGHAI LINE. The Twin Screw Steamers "Anhai" and "Obena" and the s.s. "Kanchow," "Liachow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|------------------------------|
| HAIPHONG | LOKSANG | THURSDAY, May 13, at 8 a.m. |
| SINGAPORE, PENANG & CALCUTTA | FOOKSANG | THURSDAY, May 13, at 3 p.m. |
| TIENTSIN via WEIHAIWEI | CHONGSHING | FRIDAY, May 14, Daylight. |
| MANILA | YUENSANG | SATURDAY, May 15, at 3 p.m. |
| HOIHOW & HAIPHONG | TARSANG | SUNDAY, May 16, Daylight. |
| SANDAKAN | KUTSANG | TUESDAY, May 18, at Noon. |
| KOBE & MOJI | KUMSANG | WEDNESDAY, May 19, at Noon. |
| SINGAPORE, PENANG & CALCUTTA | KUMSANG | WEDNESDAY, May 19, at 5 p.m. |
| SHANGHAI | HANGSANG | THURSDAY, May 20, Daylight. |
| MANILA | LOONGSANG | SATURDAY, May 22, at 3 p.m. |

RETURN TOURS TO JAPAN.
The steamers Kiang, Namung & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yacheng, Kwangong, and Shuang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Dato, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 815.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

| No. | STEAMER | Date of Departure |
|--------|-----------------|-------------------|
| LONDON | 'MONMOUTHSHIRE' | 19th June. |

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co. Ltd.,
AGENTS.
Telephone No. 215, Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. SANGOLA, 5,182 tons, Capt. Milne, R.N.Z. will be despatched for SINGAPORE, PENANG & CALCUTTA on 16th May.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to
DAVID SABBOON & CO., LTD.,
AGENTS.
Hongkong, May 11, 1915.

SHIPPING

RUSSIAN VOLUNTEER FLEET.

NEXT SAILING FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship "TAMBOY," 441 Tons, Registered "Tons," Commander L. N. Atkxev, will leave Hongkong on or about the 13th day of May, 1915. This steamer has very comfortable passenger accommodation. Electric Lights. Powerful wireless.

Fares:—To NAGASAKI—
First Class \$30.—Third Class \$10.
Fares:—To VLADIVOSTOK—
First Class \$100.—Third Class \$40.
For Freight and Passage, please apply to the Agency at No. 12 & 14 Hoi Yee Mansion, Telephone 1221.

N.B.—Space for Cargo is very limited and early bookings are advised.
Captain D. A. LUKEMANOFF, Agent.
Hongkong, May 10, 1915.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NUBIA, Captain G. F. Lyndon, carrying His Majesty's Mail will be despatched from this port for BOMBAY, on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Mofatta from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez, Panama, Colon, and New York (via Colon) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the "Arabia" due in London on 2nd July, 1915.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, May 7, 1915.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship PERSIA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside. Cargo discharging will be loaded immediately at Consignees risk and expense. Cargo remaining on board after WEDNESDAY, May 12th, 1915 at noon will be subject to landing charges and if undischarged on MONDAY, May 17th, 1915 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, May 15th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before May 25th, 1915 otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, May 11, 1915.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, HIRANO MARU, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Housokawa & Kowloon Wharf and Godown. Consignees of Goods at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 15th May, will be subject to rent.

Damaged Packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, May 11, 1915.

